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In these quickly-moving days of
to wife, children, and servants as they
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their homes would be incomparably
brighter.

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In these quickly-moving days of
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Federal Inquiry Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employees, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employees for the settlement of the controversy is as follows:

- "Our conference has demonstrated that we cannot harmonize our differences of opinion and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that your proposals and the proposition of the railroads be disposed of by one or the other of the following methods:
1. Preliminary by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railways, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or
 2. By arbitration in accordance with the provisions of the Federal law" (The Newlands Act).

Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employees are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as a public body to which this issue ought to be referred for these reasons:

- No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.
- The rates the railroads may charge the public for transportation are now largely fixed by this Government board.
- Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employees as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.
- The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employees, the owners of the railroads, and the public.

A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employees, now highly paid and constituting one-fifth of all the employees, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

National Conference Committee of the Railways

- ELISHA LEE, Chairman.
P. R. ALBRIGHT, Gen'l Manager,
Atlantic Coast Line Railroad.
L. W. BALDWIN, Gen'l Manager,
Central of Georgia Railway.
C. L. BARDO, Gen'l Manager,
New York, New Haven & Hartford Railroad.
B. H. COLEMAN, Vice President,
Southern Railway.
S. E. COTTER, Gen'l Manager,
Wabash Railway.
F. E. CROWLEY, Asst. Vice President,
New York Central Railroad.
- G. H. EMERSON, Gen'l Manager,
Great Northern Railway.
C. H. EWING, Gen'l Manager,
Philadelphia & Reading Railway.
B. W. GRICE, Gen'l Asst. Transp.,
Chesapeake & Ohio Railway.
A. S. GREIG, Asst. to President,
St. Louis & San Francisco Railroad.
C. W. KOUNS, Gen'l Manager,
Arlington, Topeka & Santa Fe Railway.
H. W. McMASTER, Gen'l Manager,
Wheeling & Lake Erie Railway.
- N. D. MAHER, Vice President,
Norfolk & Western Railway.
JAMES RUSSELL, Gen'l Manager,
Denver & Rio Grande Railway.
W. M. SCHUYLER, Eastern Vice-Pres.,
Pennsylvania Lines West.
A. L. SEDDON, Vice-Pres.,
Seaboard Air Line Railway.
A. J. STONE, Vice President,
East Railroad.
G. S. WAID, Vice-Pres. & Gen'l Mgr.,
Seacoast Central Lines.

GOOD REASONS WHY THE NITRATE PLANT SHOULD BE LOCATED AT MUSCLE SHOALS

(By Col. A. M. Shook.)

Some of the reasons why the Muscle Shoals in the Tennessee river is the best site for the government nitrate plant are that its geography is better than any other site that has been proposed or suggested; it is a nearly immune from attack of an invading foe as any site that could be selected in the United States; it is far enough south to escape the rigor of a northern winter; it is far enough north to escape the heat of a southern summer; it is far enough east to be easily accessible to all Atlantic and Gulf ports; it is far enough west to be accessible to the Pacific ports as any site located east of the Rocky mountains. It is the largest undeveloped water power of any in land river in the United States; it possesses both of the essential attributes for the generation of large unit of hydro-electric power, having both the volume and the fall, as there is more water passing over the Muscle Shoals than there is in the Ohio river. Within a distance of 28 miles between the foot of the shoals at Florence, Ala., and the head of the shoals, near Decatur, Ala., the fall is 140 feet. A large volume of cheap power is the most essential factor to be considered in the location of a plant for the purpose of making nitrates from the atmosphere. A large majority of the other essential elements that enter into the operation of a nitrate plant are in closer proximity to Muscle Shoals than to any other point that can be selected. The cotton field are all around. The acids used in the manufacture of war munitions are more largely produced at Birmingham, Ala., today than at any other point in the union. The copper, sulphuric acid, zinc and aluminum are all being produced in East Tennessee along the upper tributaries of the Tennessee river. The transportation facilities are all that could be desired. The Memphis and Charleston branch of the Southern railway practically parallels Muscle Shoals from Decatur to Florence, furnishing adequate rail transportation facilities for all the eastern and western business. The main line of the Louisville & Nashville railway system between Cincinnati and New Orleans crosses the Tennessee river at Decatur, a few miles above the head of the shoals. The Florence branch of the Louisville & Nashville railway system crosses the Tennessee river at Florence, within miles of the foot of the shoals, furnishing adequate rail transportation both north and south. The Tennessee river, available all the year round from Florence, will furnish water transportation to the mouth of the Mississippi river, all downstream.

All the claims above referred to are based upon the location at Muscle Shoals only from a military standpoint, or as a war preparedness measure. Certainly the greatest value that will result from this plant to this country will not be the manufacture of munitions of war, but will be the value of the products of this plant in times of peace. No one thing can do as much for the wealth and prosperity of this nation as doubling, tripling, or even quadrupling the products of the soil. This can only be done by fertilization. In times of peace the entire output of this plant could be used in the manufacture of high-grade cheap fertilizers. The fact that the great phosphate beds of Middle Tennessee are almost within a stone's throw of Muscle Shoals gives the plant a value in times of peace that no other location will question or claim. Today the phosphate rock from Middle Tennessee is being shipped all over the United States to the different fertilizer plants as raw material to be converted into the finished fertilizer. When this plant has been completed, and is not engaged in the making of war munitions, the entire product will be used in making commercial fertilizers, practically where the raw material is produced, saving largely the cost of transportation, both of raw material and of the product.

With all these elements of value, whether viewed from a war standpoint, or a peace standpoint, certainly Muscle Shoals has the right to lay claim for the location.

GOVERNMENT CROP REPORT STATE OF TENNESSEE

and the United States Showing the
Condition of July Crops for the
Years 1915 and 1916

A summary of the July crop report of the State of Tennessee and for the United States, as compiled by the Bureau of Crop Estimates (and transmitted through the Weather Bureau), U. S. Department of Agriculture, is as follows:

CORN:
State—July 1 forecast, 87,200,000 bushels; production last year (final estimate), 94,500,000 bushels.
United States—July 1 forecast, 2,700,000 bushels; production last year (final estimate), 2,654,535,000 bushels.

ALL WHEAT
State—July 1 forecast, 8,770,000 bushels; production last year (final estimate), 9,030,000 bushels.
United States—July 1 forecast, 759,000,000 bushels; production last year (final estimate), 1,011,505,000 bushels.

OATS
State—July 1 forecast, 6,470,000 bushels; production last year (final estimate), 8,746,000 bushels.
United States—July 1 forecast, 1,200,000 bushels; production last year (final estimate), 1,540,362,000 bushels.

TObACCO
State—July 1 forecast, 87,400,000 pounds; production last year (final estimate), 69,675,000 pounds.
United States—July 1 forecast, 1,900,000 pounds; production last year (final estimate), 1,060,587,000 pounds.

POTATOES
State—July 1 forecast, 2,980,000 bushels; production last year (final estimate), 3,168,000 bushels.
United States—July 1 forecast, 359,000 bushels; production last year (final estimate), 359,103,000 bushels.

SWEET POTATOES
State—July 1 forecast, 2,560,000 bushels; production last year (final estimate), 2,835,000 bushels.
United States—July 1 forecast, 79,000,000 bushels; production last year (final estimate), 74,295,000 bushels.

HAY
State—July 1 condition 85, compared with the eight year average of 80.
United States—July 1 condition 92.4 compared with the eight year average of 82.2.

PASTURE
State—July 1 condition 95, compared with the ten year average of 84.
United States—July 1 condition 97.7 compared with the ten year average of 85.7.

APPLES
State—July 1 forecast, 2,280,000 barrels; production last year (final estimate), 2,025,000 barrels.
United States—July 1 forecast, 72,500,000 barrels; production last year (final estimate), 76,670,000 barrels.

PEACHES
State—July 1 forecast, 1,530,000 bushels; production last year (final estimate), 2,460,000 bushels.
United States—July 1 forecast, 42,000,000 bushels; production last year (final estimate), 63,460,000 bushels.

COTTON
State—June 25th forecast, 379,000 bales; production last year (census), 303,420 bales.
United States—July 1 forecast, 14,000,000 bales; production last year (census), 11,191,820 bales.

PRICES:
The first price given below is the average on July 1 this year, and the second, the average on July 1 last year:
State—Wheat, 104 and 105 cents per bushel. Corn, 83 and 87. Oats, 53 and 56. Potatoes, 101 and 85. Hay, \$15.90 and \$17.30 per ton. Cotton, 12.3 and 8.5 cents per pound. Eggs, 16 and 13 cents per dozen.

United States—Wheat, 92.9 and 102.8 cents per bushel. Corn, 75.4 and 77.7 cents. Oats, 40.5 and 46.7 cents. Potatoes, 102 and 52.1 cents. Hay, \$12.10 and \$11.70 per ton. Cotton, 12.5 and 8.06 cents per pound. Eggs, 19.7 and 16.8 cents per dozen.

WHEN YOU HAVE A COLD

Give it attention, avoid exposure, be regular and careful of your diet, also commence taking Dr. King's New Discovery. It contains Pine-Tar, Antiseptic Oils and Balsams. Slightly laxative. Dr. King's New Discovery cures your cough, soothes your throat and bronchial tubes, checks your cold, starts to clear your head. In a short time you know your cold is better. Its standard family cough syrup in use over 40 years. Get a bottle at once. Keep it in the house as a cold insurance. Sold at your druggist.

NEWS FROM THE COUNTIES

Humphreys county is pointing with pride to her peanut crop this year.

Interest in county fairs is marked. Madison county is planning for at least 100 boys to enter the club contests.

The business men of Clarksville have given County Agent W. S. Baldwin \$135 to be used as prizes in corn club contests.

The section harrow seems to have been the most popular implement this season. Many localities suffered from drought. The harrow prevented much moisture from leaving the soil because of the earth mulch that it formed.

Weakley county feels she has done her share in putting Tennessee on the strawberry map this year. Sharon, on May 17, shipped seventeen car loads. This is the largest number of cars ever shipped from a town in the county.

A field of crimson clover and oats on the farm of W. L. Foster, of Anderson county, made a ton to the acre of good hay after having pastured cows all winter and until April 1st. The hay was cut late in May. Alfalfa goes on the field this fall.

Hamlet Griesin, of Wilson county, has 39 steers which he placed on grass the last of April. These steers weigh (at this writing) 740, as compared with 650 last fall. They were wintered on corn and sorghum silage, wheat straw and some soy bean hay.

J. T. Morgan, of Humphreys county, did not have the regular spike-tooth harrow for cultivating his corn early in its growth so used a heavy wood-frame section with large teeth. The ground was firm, or it would not have done the good work it did.

Madison county farmers found that where they expected red clover alone they got white clover also. They found that they had sown impure seed. Madison county is not the only county where impure seed has been used. Usually the impurities are worse than innocent white clover.

Silver Lake, Tenn., farmers are taking much interest in a proposed cheese factory. The natural conditions for a factory are about ideal. There are many short-horn cows in the community, plenty of fine grazing, lots of cold springs, and the farm butter market is the only market available.

A Sevier county farmer who owns a lime pulverizer has bought a lime distributor. The purchase was made after witnessing the development of crops on limed land as compared with other land. Another man has bought a summer subsoil plow to use after harvest. These improvements follow naturally the work of the demonstration farms.

THE PROFIT IN BEEF CATTLE

New Publication Sent Free to Those Who Can Use It.

The Division of Extension has just published a twelve-page bulletin called "Beef Cattle Profits." The author is Professor C. A. Willson, of the College of Agriculture, who has done more than any other man in Tennessee to find out the answers to questions that perplex cattle feeders. Anyone wishing a copy of this publication will receive it by writing to Division of Extension, University of Tennessee, Knoxville.

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It isn't necessary to have a stuffed head, running nose. To cough your head off as it were. All you need do is to use Dr. Bell's Pine-Tar-Honey. The soothing and healing balsams open the clogged air passages and in a short time you get relief and start on the road to recovery. Your nose stops running, you cough less and you know you are getting better. Get a bottle, use as directed. Keep what is left as a cough and cold insurance.

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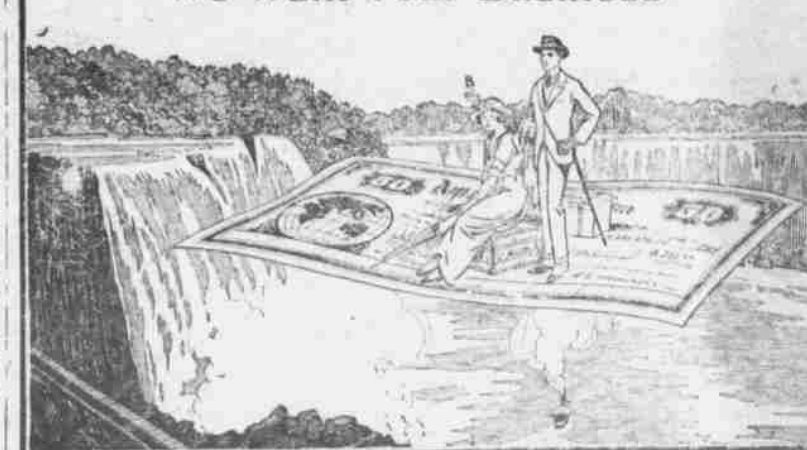
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No.	Train	Leave
No. 1	Bristol to Knoxville local	6:55 a. m.
No. 4	Knoxville to Bristol local	8:45 a. m.
No. 26	Memphis Special to New York	11:35 a. m.
No. 41	Chattanooga and New Orleans	10:15 a. m.
No. 25	Chattanooga and Memphis	3:45 p. m.
No. 3	Bristol to Knoxville local	4:25 p. m.
No. 42	Washington and New York	5:50 p. m.
No. 2	Knoxville to Bristol local	8:40 p. m.

This time table shows the time at which trains may be expected to arrive and depart, but their arrival and departure at the time stated is not guaranteed.

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Time Table No. 75.
In Effect 6:30 a. m. Thursday, June 1, 1916.
Central Standard Time.

EASTWARD		STATIONS		WESTWARD	
No. 4	No. 2			No. 1	No. 3
4:30 p. m.	11:00 a. m.	Lv. Johnson City Ar.	9:45 a. m.	3:25 p. m.	
4:42 p. m.	11:12 a. m.	*Milligan College	9:30 a. m.	3:10 p. m.	
4:45 p. m.	11:15 a. m.	*Watauga Point	9:23 a. m.	3:03 p. m.	
4:48 p. m.	11:18 a. m.	*Sycamore Shoals	9:21 a. m.	3:01 p. m.	
4:55 p. m.	11:25 a. m.	*Elizabethton	9:15 a. m.	2:55 p. m.	
5:03 p. m.	11:33 a. m.	*Valley Forge	9:03 a. m.	2:43 p. m.	
5:10 p. m.	11:40 a. m.	*Hampton	8:59 a. m.	2:39 p. m.	
5:17 p. m.	11:47 a. m.	*Pardee Point	8:51 a. m.	2:31 p. m.	
5:25 p. m.	11:55 a. m.	*Blowing Rock	8:43 a. m.	2:23 p. m.	
5:30 p. m.	12:00 p. m.	*White Rock	8:38 a. m.	2:18 p. m.	
5:36 p. m.	12:06 p. m.	*Crabtree	8:32 a. m.	2:12 p. m.	
5:43 p. m.	12:13 p. m.	*Roan Mountain	8:28 a. m.	2:08 p. m.	
5:50 p. m.	12:20 p. m.	*Shell Creek	8:23 a. m.	2:03 p. m.	
5:10 p. m.	12:40 p. m.	*Elk Park	8:08 a. m.	1:48 p. m.	
6:20 p. m.	12:50 p. m.	*Cranberry	8:00 a. m.	1:40 p. m.	

Flag Stations.

Nos. 4 and 1 are daily passenger trains, with parlor car service between Johnson City, Tenn., and Linville and Picoles, N. C.

Nos. 2 and 3 are daily passenger trains, with parlor car service between Johnson City, Tenn., and Cranberry, N. C., but between Cranberry and Linville and Picoles they are operated as mixed trains, daily except Sunday.

GEO. W. HARDIN, Vice-Pres. and Supt.